

# MOTORCYCLE 101

## Basics for Non-Riding Leaders



U.S. ARMY COMBAT READINESS/SAFETY CENTER

ARMY SAFE  
IS ARMY STRONG



**Hey  
Sarge...  
I'm going  
to buy a  
motorcycle!**

**WHAT KIND ARE YOU  
GOING TO BUY?**

**HAVE YOU BEEN  
TO THE BRC?**

**HAVE YOU  
RIDDEN  
BEFORE?**

**DO YOU  
HAVE THE  
REQUIRED  
PPE?**

**DO YOU HAVE A  
MOTORCYCLE  
LICENSE?**

**HOW MUCH  
IS IT GOING  
TO COST?**

**Do you have insurance?**

**DID THE COMMANDER  
COUNSEL YOU YET?**

# Ride Hard...Ride Right

Valid state driver's license with motorcycle endorsement

Progressive Motorcycle  
Program (PMP)

Motorcycle attributes  
and modifications

Motorcycle  
insurance

Safety  
requirements  
counseling from commander

Personal protective equipment





# Ridership

- **During the last decade, motorcycle riding has become increasingly popular in the Army. An estimated 80,000 Army personnel, or 14.5 percent of the Army population, now ride a motorcycle.**
- **Increased ridership means there is increased potential for accidents.**
- **Riders are inherently more vulnerable in accidents than drivers or passengers in four-wheeled vehicles.**

# The Basics & Beyond

The Army Progressive Motorcycle Program is designed to consistently keep motorcycle operator training current and sustain or enrich rider skills.

## Basic RiderCourse

- Prior to operating any motorcycle

## Basic RiderCourse 2 or Military Sportbike RiderCourse

- Within 12 months of BRC completion

## Motorcycle Sustainment Training

- Every 5 years following completion of the ERC or MSRC

## Motorcycle Refresher Training

- Deployment greater than 180 days  
(on the individual's motorcycle)

The garrison safety office can provide information  
On how to register for classes.





# More Basics Information

- ***Civilian equivalents:*** The Basic Rider Course II is synonymous with the ERC, and the Advanced Rider Course is synonymous with the MSRC.
- **Completion cards issued at non-military training sites may differ in appearance (*no MSF logo*) than those issued at Army training sites. The omission of the trademark MSF logo is not sufficient reason to discount the card.**
- **Commanders must make every effort to ensure their Soldier riders complete scheduled training to help eliminate no-shows and prevent training backlogs.**

# License, Endorsement, & Motorcycle...Oh My!

- All 50 states and the District of Columbia require riders to obtain a motorcycle operator license or endorsement before they ride on public highways.
- Check the back of the license for the endorsement type.



*Endorsements are usually noted by a letter of the alphabet under the block. The example above shows a motorcycle only license.*



# Insurance...

## Well Worth The Price

- **Soldiers are required to have current and valid insurance on their motorcycles.**
- **Motorcycle insurance can be expensive due to the age of the operator and nature of the vehicle (*faster the motorcycle, more association with high-risk behaviors*).**
- **Reduce costs by taking approved motorcycle safety courses, and bundle with other policies (*car, homeowner, renter, boat, etc*).**



# **Unit Motorcycle Safety Program**

- Counsel the motorcycle rider**
- Check license, endorsement, insurance, registration and PPE**
- Inspect motorcycle**
- Track required training**
- Include individual risk assessment**
- Take appropriate administrative or punitive measures for acts of indiscipline**

# Personal Protective Equipment (PPE)

- **Helmets:** Minimum must be DOT or host nation approved
- **Goggles and face shields:** Impact/shatter resistant goggles or full-face shields attached to the helmet; must meet or exceed ANSI Code Z87.1 for impact and shatter resistance
- **Sturdy footwear:** Leather boots or over-the-ankle shoes required
- **Protective clothing:** Includes long-sleeved shirt or jacket, long trousers and full-fingered gloves or mittens made from leather or other abrasion-resistant material
- **Garment visibility:** Riders are encouraged to incorporate bright colors and/or reflective material into their protective clothing



# Personal Protective Gear

## Helmets

For personnel riding motorcycles and ATVs in the United States, helmets must be certified to meet DOT Federal Motor Vehicle Safety Standard No. 218. For personnel riding motorcycles and ATVs outside the United States, helmets must meet the host nation standards.

### Motorcycle helmet types:

**Full-face** *(provides the most protection)*



**Modular** or "flip up"  
*(provides similar protection to full-face helmet in closed position)*

**Three-quarter** or open-face  
*(provides head protection minus the face)*

**Half-helmet** *(provides the least amount of protection)*



## Protective Clothing

Jackets designed for riding with protective padding are highly encouraged. All riders should wear jackets made of leather or other abrasion-resistant material. Some examples of riding jackets:

**Classic**



**Race**



**Summer**



**Touring**



**Traditional**



**Rain**



Some riders also opt to wear protective pants or chaps.



## Foot Protection

Foot protection includes sturdy over-the-ankle footwear that affords protection for the feet and ankles.



## Eye Protection and Gloves

Eye protection designed to meet or exceed ANSI Z87.1 for impact and shatter resistance includes goggles, wraparound glasses or a full-face shield *(properly attached to a helmet)*.



Full-fingered gloves or mittens should be constructed from leather or other abrasion-resistant material.





# Helmets

The way to find a well-made, reliable helmet is to look for the DOT and/or Snell sticker on the inside or outside of the helmet. The sticker means the helmet meets the safety test standards of the U.S. Department of Transportation and/or the Snell Memorial Foundation.





# DOT Helmets

## USDOT Symbol

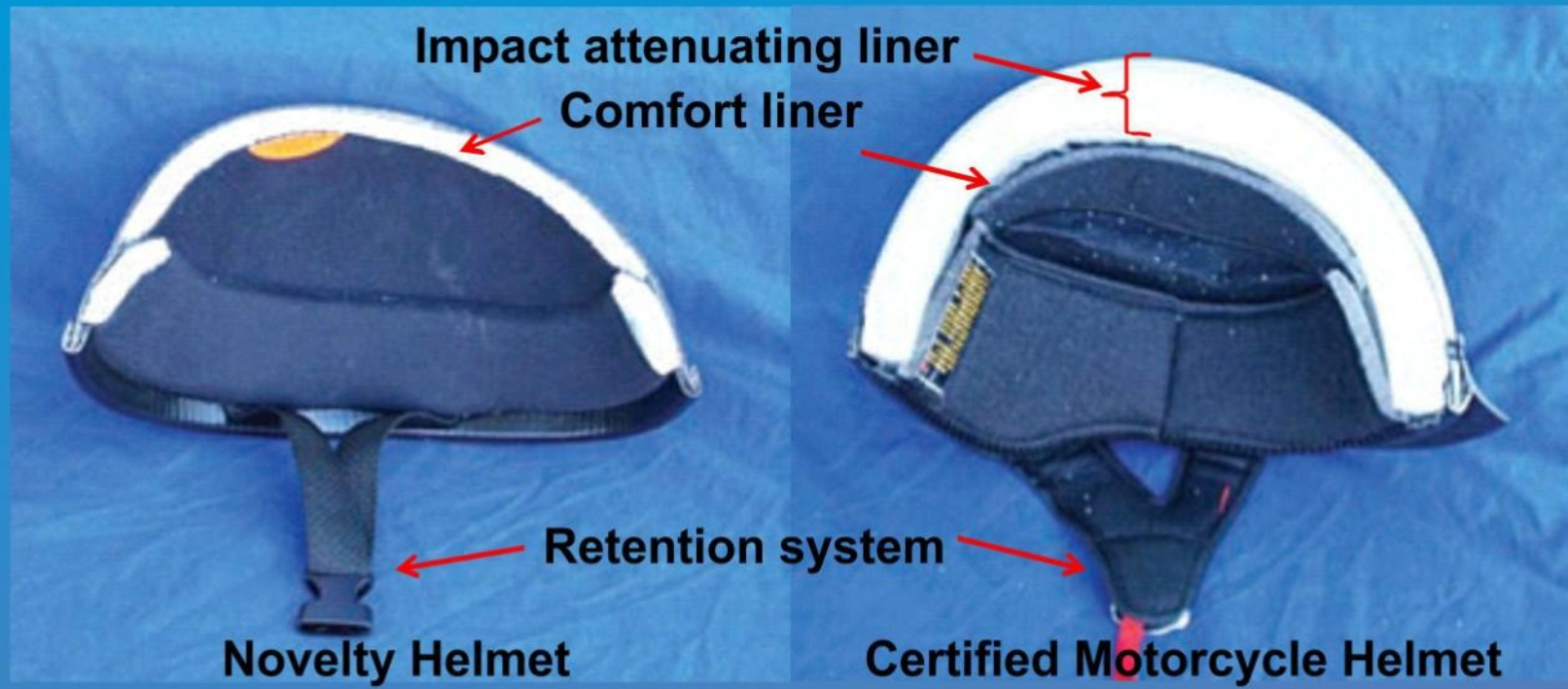
- The symbol "DOT" constitutes the manufacturer's certification that the helmet conforms to the applicable federal motor vehicle safety standards. The symbol appears on the posterior outer surface, in a color that contrasts with the background, in letters at least  $\frac{3}{8}$  inch high, and between  $1\frac{1}{8}$  inches and  $1\frac{3}{8}$  inches from the bottom edge of the helmet.
- It is important to note that an approved helmet may no longer bear the DOT sticker if it has been removed or covered by a custom paint job. Also, contraband DOT stickers can be obtained for the purpose of applying them to unapproved helmets.



Three examples of USDOT stickers

# Novelty/Fake Helmets

- "Novelty helmet" describes any helmet that is similar in form to a motorcycle helmet designed for on-road use, but is not certified by a manufacturer to meet the minimum safety performance requirements of FMVSS No. 218.





# Novelty/Fake Helmets

## ■ Labeling USDOT approved

- Manufacturer's name or identification
- Precise model designation
- Size
- Month and year of manufacture
- Instructions regarding construction and other safety-related information



## ■ Labeling novelty type

Most novelty helmets will either have a disclaimer that the helmet is not intended for street use, is not intended as safety equipment, for display purposes only, etc., or have no labeling at all.





# Motorcycles are not created equal...

**SPORT**



**CRUISER/TOURING**



**STANDARD**



**DUAL PURPOSE**



**MOPED**



**SCOOTER**



**ENDURO**



**MOTOCROSS**



**TRIAL**



**POCKET**





# What to look for when inspecting a Soldier's motorcycle?

What can I use to help me inspect?

## T-CLOCS<sup>SM</sup> Inspection Checklist



| T-CLOCS ITEM     | WHAT TO CHECK | WHAT TO LOOK FOR  | CHECK-OFF |      |
|------------------|---------------|---|-----------|------|
| T-TIRES & WHEELS |               |   |           |      |
| Tires            | Condition     | Tread depth, wear, weathering, evenly seated, bulges, embedded objects.                                 | Front     | Rear |
|                  | Air Pressure  | Check when cold, adjust to load.  | Front     | Rear |
| Wheels           | Spokes        | Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke               | Front     | Rear |
|                  | Cast          | Cracks, dents.  | Front     | Rear |
|                  | Rims          | Out of round/true = 5mm. Spin wheel, index against stationary pointer.                                  | Front     | Rear |
|                  | Bearings      | Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning. | Front     | Rear |
|                  | Seals         | Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.                        | Front     | Rear |
| Brakes           | Function      | Each brake alone keeps bike from rolling.   | Front     | Rear |

[https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS\\_Inspection\\_Checklist.pdf](https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS_Inspection_Checklist.pdf)

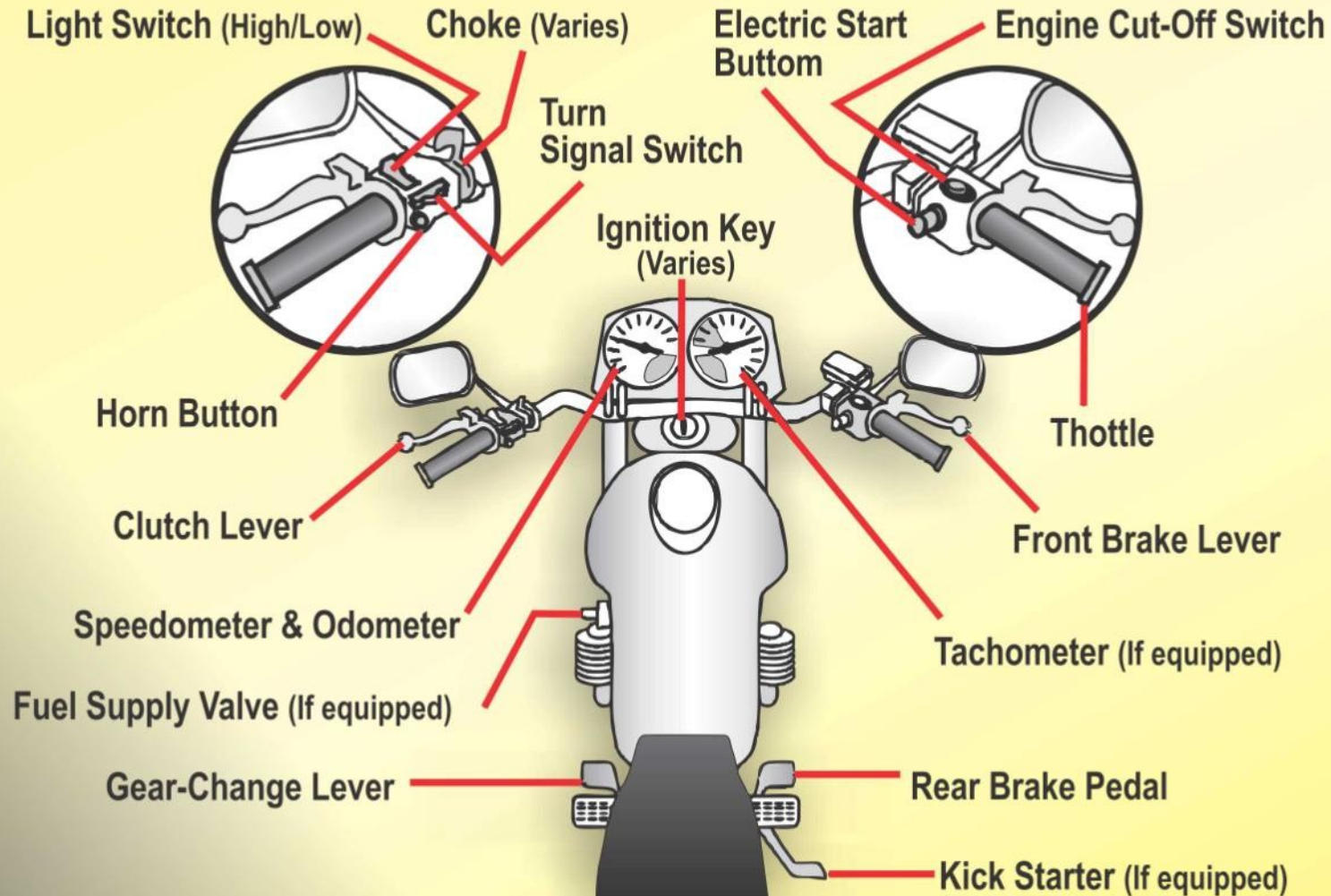
# Tires & Wheels

- Motorcycle tires can wear down much faster than car tires.
- Checking often for proper tread is key to safe riding.





# Controls

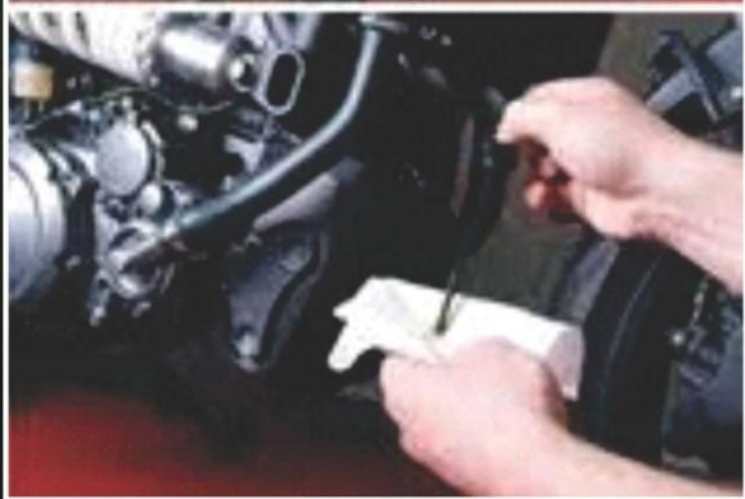


# Lights





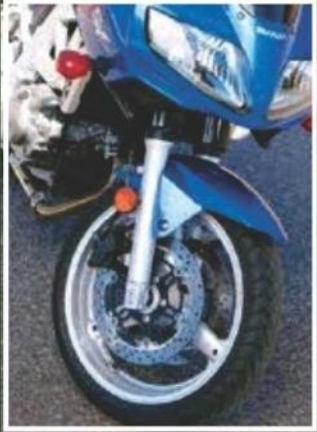
# Oil





# Chassis

## Forks



## Rear Shock(s)



## Chain



## Shaft Drive



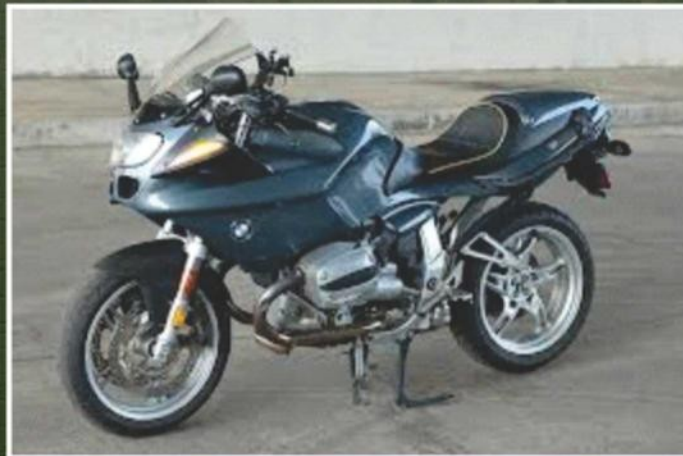


# Stands

## Side Stand



## Center Stand





# Are Modifications Wrong?

Bikes MAY be modified for looks or purpose (bike shows, performance), but MAY ALSO be an indicator of a high-risk rider.

**License Plate Hidden**



**"Under Tail Kit"**

- Hard to see
- May not have lights
- Out of sight of police



**Rearview  
mirrors  
removed/  
missing**



**Headlight Covers**



- Mounted over headlights
- Similar to scheme or color
- Limits headlight effectiveness
- Night visibility degraded for both rider and other drivers



# More Modifications

Stretched Wing Arms: Rear wheel will extend beyond fender/body





# More Modifications

Stock



Protective Metal Cage



Lowered Front End





# Modifications to look for?

The types of modifications that riders apply to their motorcycles are far too numerous to list. From nitrous bottles, air ride suspensions, to stretched swing arms; there is almost no limit, other than money. Unfortunately, many riders do not understand the negative effects of the modification to include degraded handling, accelerated component wear, and the legal ramifications.



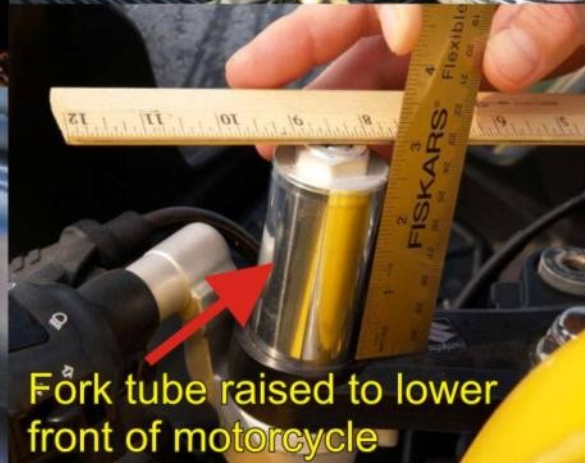
Homemade lowering link



Stretched Swing Arm



Hideaway license plate



Fork tube raised to lower front of motorcycle



AMA/  
PROSTAR  
legal.

This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended forstreet use, drag race use only.



Swing Arm  
nitrous bottle mounting

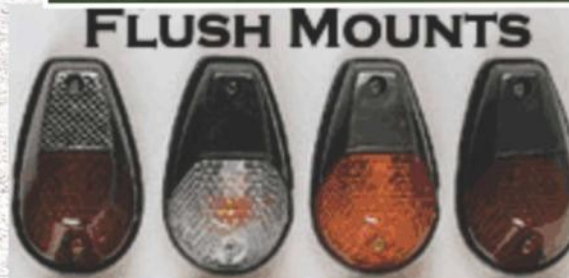


# More Modifications



## Non-DOT signals

- Sometimes called “flush mounts”
- Very hard to see when looking at them
- Most likely unnoticed by other drivers



## Nitrous oxide (AKA nitrous, NOS)

- Increases power
- Can damage or destroy engine



# More Modifications

Illegal?

Ape Hangers

Illegal?



Is this illegal?

Exhaust

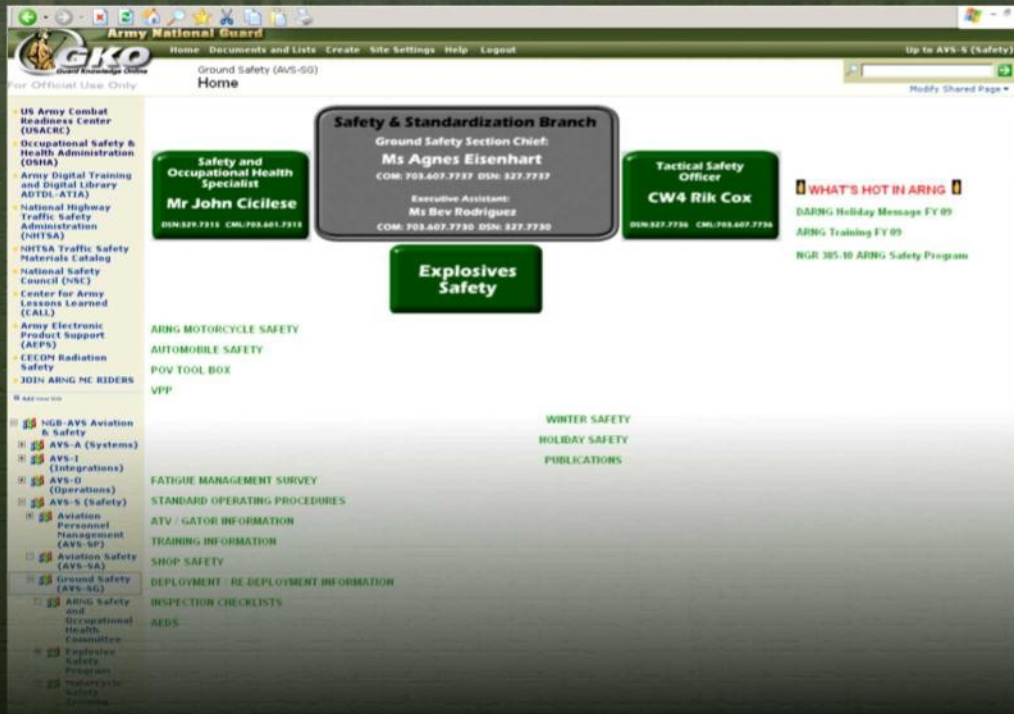
Is this stock?






# National Guard & Reserve

National Guard Soldiers can access training through GKO or their state safety officer.



**Payment For Training at Private or Civilian Training Facilities**



All training must be Motorcycle certified.

When this training is provided by civilian private companies, your area Regional Support Command will be responsible for the payment to the establishment.

Contact your area Regional Support Command Safety Office for additional information

63rd RSC - (650) 526-9678  
81st RSC - (803) 751-9790  
88th RSC - (608) 388-0552  
99th RSC - (609) 562-7469  
1 MSC - (787) 707-2560  
9 MSC - (808) 438-1600 ext 3367

Reserve Soldiers should contact their RSC for additional information.



# **Leader: Ask Yourself...**

- What are my responsibilities to my riders?**
- What are the regulatory requirements I must enforce?**
- How do I create a disciplined rider?**
- How do I create a safety culture for my riders?**
- What are appropriate administrative or punitive actions in the case of an indisciplined rider?**
- Motorcycle Mentorship Program?**



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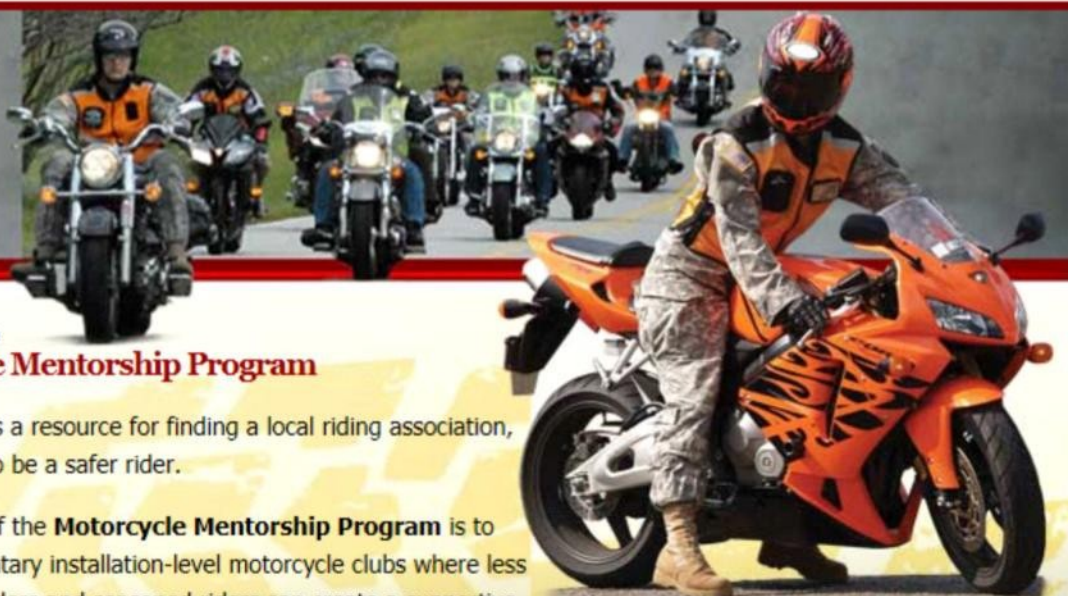
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# MMP

MOTORCYCLE MENTORSHIP PROGRAM



[ABOUT MMP](#)

[SAFETY TIPS](#)

[EVENTS](#)

[BEST PRACTICES](#)

[CONTACT US](#)

[ASSOCIATIONS](#)

[REGULATIONS, MESSAGES, POLICY](#)

[TRAINING](#)

## Welcome to the Motorcycle Mentorship Program

Use this site as a resource for finding a local riding association, and learning to be a safer rider.

The purpose of the **Motorcycle Mentorship Program** is to establish voluntary installation-level motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports a commanders motorcycle accident prevention program.

### PLRs

[PLR 12142 - POM CRASH CLAIMS ONE SOLDIER'S LIFE](#)

### Need Help?

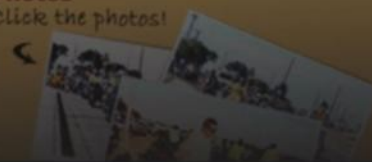
### Safety Tips and Information

**Motorcycle Training Courses:** Please contact your Garrison Safety Office for information or questions on courses at your location. For courses in your local area please use the Motorcycle safety Foundation website <http://online2.msf-usa.org/msf/Default.aspx>.

**Motorcycle Replacement Cards:** Contact your Garrison

### Photos

Click the photos!





# Contact Information

Please contact us with questions or feedback:

Driving Directorate

[usarmy.rucker.hqda-secarmy.list.safe-army-rider-educ@mail.mil](mailto:usarmy.rucker.hqda-secarmy.list.safe-army-rider-educ@mail.mil)

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